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## Aeronautics Commission



# OPERATIONS

## 1948

BULLETIN NO. 3

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# State of Montana AERONAUTICS COMMISSION

P. O. Box 1698

Phone 621

Helena, Montana

## Officers:

Dr. H. Hayward, Chairman

H. L. Cummings, Vice-Chairman

Wm. G. Ferguson, Secretary

## Members:

Fritz Norby

N. C. Briggs

Robert R. Johnson

A. J. M. Johnson

## Employees:

Frank W. Wiley, Director

Betty Doggett, Secretary to the Director



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HELENA, MONTANA



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"OPERATIONS"  
1948

This bulletin is published by the Montana Aeronautics Commission to disseminate information on the operation and functions of the commission, and aeronautics in Montana.

MONTANA AERONAUTICS COMMISSION

Frank W. Wiley,  
Director

# Montana Aeronautics Commission

P. O. Box 1698

HELENA, MONTANA

April 15, 1948

## Responsibilities and Operations

The Montana Aeronautics Commission was created under the Laws of Montana, 1945, at the recommendation of the Civil Aeronautics Administration and the law creating the commission was taken from the Model Law which was drafted by the Civil Aeronautics Administration.

In the past, the direction and development of aeronautics in this country was carried out through the Civil Aeronautics Administration, a Federal agency designed for that purpose; however, with the accelerated aviation developments in the last five years, the C.A.A. has found that the required work load of carrying out their responsibilities was increasing to the point that would require a tremendous additional expenditure of Federal funds and an increase in the number of personnel which could not be justified by the Federal Government. A solution to the situation has been arrived at by delegating to the individual states part of the former C.A.A. responsibilities and the creation of state agencies to carry out this work. Aviation departments are now established in thirty-three states and twelve states carry out aviation responsibilities through other state departments.

At present, there are between eighty thousand and one hundred thousand civilian aircraft in the United States, and approximately one-half million pilots.

The following is quoted from the Laws of Montana, 1945, Chapter 152, and pertains to the creation of the Montana Aeronautics Commission and the responsibility with which the commission is charged:

Quote:

### Section 3. Declaration of Policy:

"It is hereby declared that the purpose of this act is to further the public interest and aeronautical progress by providing for the protection and promotion of safety in aeronautics; by co-operating in effecting a uniformity of the laws relating to the development and regulation of aeronautics in the several states; by revising existing statutes relative to the development and regulation of aeronautics so as to grant to a state agency such powers and impose upon it such duties that the state may properly perform its functions relative to aeronautics and effectively exercise its jurisdiction over persons and property within such jurisdiction, may assist in the promotion of a state-wide system of airports, may co-operate with and assist the political subdivisions of this state and others engaged in aeronautics, and may encourage and develop aeronautics; by establishing uniform regulations, consistent with federal regulations and those of other states, in order that those engaged in aeronautics of every character may



so engage with the least possible restriction, consistent with the safety and the rights of others; and by providing for co-operation with the federal authorities in the development of a national system of civil aviation and for co-ordination of the aeronautical activities of those authorities and the authorities of this state by assisting in accomplishing the purposes of federal legislation, and eliminating costly and unnecessary duplication of functions.

#### **Section 7. General Powers & Duties of Commission:**

(a) The Commission shall have general supervision over aeronautics within this state. It is empowered and directed to encourage, foster, and assist in the development of aeronautics in this state and to encourage the establishment of airports and other air navigation facilities.

(b) Co-operation with federal government—It shall co-operate with and assist the federal government, the political subdivisions of this state, and others engaged in aeronautics or the promotion of aeronautics, and shall seek to co-ordinate the aeronautical activities of these bodies. To this end, the commission is empowered to confer with or to hold joint hearings with any federal aeronautical agency in connection with any matter arising under this act, or relating to the sound development of aeronautics, and to avail itself of the co-operation, services, records, and facilities of such federal agencies, as fully as may be practicable, in the administration and enforcement of this act. It shall reciprocate by furnishing to the federal agencies its co-operation, services, records and facilities, insofar as may be practicable.

It shall report to the appropriate federal agency all accidents in aeronautics in this state of which it is informed and preserve, protect and prevent the removal of the component parts of any aircraft involved in an accident being investigated by it until a federal agency institutes an investigation. It shall report to the appropriate federal agency all refusals by it to register federal licenses, certificates or permits and all revocations of certificates of registration, and the reasons therefor, and all penalties of which it has knowledge imposed upon airmen for violations of the laws of this state relating to aeronautics or for violations of the rules, regulations or orders of the commission.

(c) Rules, regulations and standards—It may perform such acts, issue and amend such orders and make, promulgate and amend such reasonable general or special rules, regulations and procedure, and establish such minimum standards, consistent with the provisions of this act, as it shall deem necessary to carry out the provisions of this act and to perform its duties hereunder; all commensurate with and for the purpose of protecting and insuring the general public interest and safety, the safety of persons receiving instruction concerning, or operating, using or traveling in aircraft, and of persons and property on land or water, and to develop and promote aeronautics in this state. No rule or regulation of the commission shall apply to airports or other air navigation facilities owned or controlled by the federal government within this state.

(d) Conformity to federal legislation and rules—All rules and regulations prescribed by the commission under the authority of this act shall be kept in conformity, as nearly as may be, with the then current federal legislation governing aeronautics and the regulations duly promulgated thereunder and rules and standards issued from time to time pursuant thereto.

(e) Filing of rules—It shall keep on file at the principal office of the commission, a copy of all its rules and regulations, for public inspection.

(f) State airways system—It may designate, design and establish, expend, or modify a state airways system which will best serve the interests of the state. It may chart such airways system and arrange for publication and distribution of such maps and charts and notices and bulletins relating to such airways as may be required in the public interest. The system shall be supplementary to and co-ordinated in design and operation with the federal airways system. It may include all types of air navigation facilities, whether publicly or privately owned, provided that such facilities conform to federal safety standards.

(g) Technical services to municipalities—It may, insofar as is reasonably possible, offer the engineering or other technical services of the commission, without charge, to any municipality desiring them in connection with the construction, maintenance or operation of an airport or restricted landing area.

(h) Legislation—It may draft and recommend necessary legislation to advance the interests of the state in aeronautics and represent the state in aeronautical matters before federal agencies and other state agencies.

(i) Intervention—It may participate as party plaintiff or defendant, or as intervenor on behalf of the state or any municipality or citizen thereof in any controversy having to do with any claimed encroachment by the federal government or any foreign state upon any state or individual rights pertaining to aeronautics.

(j) Enforcement of aeronautics laws—It shall be the duty of the commission, its members and employees, and every state, county and municipal officer charged with the enforcement of state or municipal laws to enforce and assist in the enforcement of this act and of all rules and regulations issued pursuant thereto, and of all other laws of this state relating to aeronautics, and, in the aid of such enforcement, general police powers are hereby conferred upon the commission, each of its members, and such officers and employees of the commission as may be designated by it to exercise such powers. The commission is further authorized, in the name of the state, to enforce the provisions of this act and the rules and regulations issued pursuant thereto by injunction in the courts of this state. Municipalities are authorized to co-operate with the commission in the development of aeronautics and aeronautics facilities in this state. (The commission may use the facilities and services of other agencies of the state when reasonably available.)

(k) Investigations—The commission, any member thereof, or any officer or employee of the commission designated by it shall have the power



to hold investigations, inquiries, and hearings concerning matters covered by the provisions of this act and orders, rules, and regulations of the commission, and concerning accidents in aeronautics within this state. All hearings so conducted shall be open to the public. Each commissioner and every officer or employee of the commission designated by it to hold any inquiry, investigations, or hearing shall have power to administer oaths and affirmations, certify to all official acts, issue subpoenas, and compel the attendance and testimony of witnesses, and the production of papers, books, and documents. In case of failure to comply with any subpoenas or orders issued under authority of this act, the commission or its authorized representative, may invoke the aid of any court of this state of general jurisdiction. The court may thereupon order the witness to comply with the requirements of the subpoena or order to give evidence touching the matter in question. Any failure to obey the order of the court may be punished by the court as a contempt thereof.

(l) Reports of investigations—Limitations on use—In order to facilitate the making of investigations by the commission, in the interest of public safety and promotion of aeronautics, the public interest requires, and it is, therefore provided that the reports of investigations or hearings, or any part thereof, shall not be admitted in evidence or used for any purpose in any suit, action or proceedings, growing out of any matter referred to in said investigation, hearing, or report thereof, except in case of criminal or other proceedings instituted in behalf of the commission or this state under the provisions of this act and other laws of this state relating to aeronautics, nor shall any commissioners, or any officer or employee of the commission be required to testify to any facts ascertained in, or information gained by reason of, his official capacity, or be required to testify as an expert witness in any suit, action, or proceeding involving any aircraft. Subject to the fore-going provisions, the commission may, in its discretion, make available to appropriate federal and state agencies information and material developed in the course of its hearings and investigations.

(m) Financial assistance to municipalities—The commission may render assistance in the acquisition, development, operation, or maintenance of airports owned, controlled or operated by municipalities in this state, out of appropriations made by the legislature for that purpose.

(n) Authority to contract—The commission may enter into any contracts necessary to the execution of the powers granted the commission by this act..

(o) No exclusive rights granted—The commission shall grant no exclusive right for the use of any airway, airport, restricted landing area, or other air navigation facility under its jurisdiction. This subdivision shall not prevent the making of leases in accordance with other provisions of this act.

#### **Section 24. Repeal.**

All acts and parts of acts in conflict herewith are hereby repealed. In case of any conflict or duplication of authority between the provisions of

this act and any other law of the State of Montana, pertaining to the regulation, licensing or supervision of carriers of freight or passengers by air the provisions of this act shall control, it being the intent of this act to vest in the state aeronautics commission hereby created, the sole authority to regulate, license and control the aviation industry and all carriage by air."

\* \* \* \*

### **Organization**

The aeronautics commission includes seven members who are appointed for a four year term by the Governor, and who represent various activities in the state related to aeronautics. The present members include the following:

Dr. H. Hayward, Hamilton, Chairman, who represents the Montana Pilots' Association.

H. L. Cummings, Billings, Vice Chairman, who is Regional Traffic Manager for Northwest Airlines, and who represents the air lines.

N. C. Briggs, Glasgow, who represents the County Commissioners' Association.

Robert R. Johnson, Missoula, who represents the Base Operators' Association.

Arthur J. M. Johnson, Bozeman, who is a professor at the Montana State College and represents the educational agencies of the state.

Fritz Norby, Great Falls, who represents the Municipal League, or the cities of the state.

Wm. G. Ferguson, Helena, who is Secretary of the Montana Chamber of Commerce and represents that organization.

The commission employees include Frank W. Wiley, Director, and Betty Doggett, Secretary to the Director.

## **OPERATIONS**

### **Airports**

#### **I.**

Aviation development and the utility of the airplane are based directly on the facilities available for aircraft operation.

Extensive airport development is necessary before maximum use can be made of the present day airplane. The Montana Aeronautics Commission is concerned primarily with the development of airports in Montana. This work is being carried out with the aid of the Federal Government and all planning is coordinated with the Civil Aeronautics Administration with airport design being based on the standards which have been recommended by the C.A.A.

Montana is a sparsely populated state with small communities and the commission emphasizes the development of small airports which are classified as Class I by the C.A.A.—the recommended standards for which include the construction of airports with runway lengths of a minimum of

eighteen hundred feet plus an additional length in feet equal to one-fourth of the altitude of the subject airport.

Most of the airports in Montana will be located at an altitude above twenty-five hundred feet with many of them with altitudes above four thousand feet. The Montana Aeronautics Commission, together with the commissions in many other states, is of the opinion that safe and practical airports can be constructed with shorter minimum lengths than those recommended by the C.A.A. for a Class I airport. Recommendations have been submitted to the C.A.A. through a National Association of State Aviation Officials (N.A.S.A.O.) requesting that the C.A.A. designate standards for Class I airports with shorter minimum lengths. The C.A.A. has carefully considered these recommendations and the commission has been advised that the C.A.A. will establish a new standard of fifteen hundred feet for minimum lengths for Class I airports, with provision for additional length in relation to altitude.

The Federal Aid Airport Program was started in 1946 and includes provision for matching funds which will be furnished by the Federal Government on approximately a 50-50 ratio for airport construction in the various states. This program is being carried out by the C.A.A., Airport Branch, and a C.A.A. Airport Office has been established at Helena, Montana under the supervision of Mr. Charles S. King who is the C.A.A. district Airport Engineer for Montana.

Several projects are being carried out under this program and include the construction of airports and development of airport facilities in approximately fifteen communities in Montana at this time, with a projected plan for the improvement or construction of approximately one hundred and thirty-nine airports within the next five years.

The airport development program is a large operation and the present plans include a total proposed expenditure in Montana of approximately eighteen million dollars over a seven-year period. This work requires long-range planning with master plans being required by the C.A.A. for each airport which will include the public needs of a community in the future with provision for the operation of a large number of privately owned aircraft and feeder airline service to all communities.

The indication of the probable aeronautical development is shown by the fact that we now have in Montana between nine hundred and one thousand airplanes—a one hundred percent increase in the last three years.

When the Federal Aid Airport Program started, the commission contacted many communities in the state relative to airport development, making use of Federal Aid. It was found that many of our small communities desiring to develop Class I airports were handicapped in making use of Federal Aid because of the large amount of legal work necessary to execute the agreements, and the engineering necessary for preparation of the master airport plans, and the lack of interest by the people at large in aeronautics in the communities which made it, in many instances, impossible to procure funds for matching the Federal money available.



The commission has studied these various problems and through the National Association of State Aviation Officials, together with the commissions of many other states, it was recommended that the C.A.A. make recommendations for changes in the Federal Airport Act and make changes in the C.A.A. regulations which would simplify the paper work and engineering requirements for small airports.

The C.A.A. has considered the recommendations of the aeronautics commissions of the states, resulting in a simplification of the legal paper work and of the engineering requirements for small airports, which will aid in the development of airports by small communities.

It has been found in many cases that communities did not have engineering personnel available to do the necessary planning work for airport development. In many instances it was not justifiable for individual communities to employ engineering help, had engineers been available. The state commissions in some states have employed engineers to carry out this work for the communities. Your commission is handicapped at this time in doing actual engineering work because of the limited funds available. A study is being made of the feasibility of a plan of financing actual engineering work by communities with the aid of Federal funds for compensation of engineers employed by the commission for this work.

Matching funds in Montana may be raised by municipalities and counties by tax levy for airport development; the maximum amount of which is established by the Laws of Montana and is two mills for a county and two mills for a city. Many counties and cities in the state raise airport funds in this manner. Several counties and cities have raised funds by bond issues for airport development, provisions for which are included in the Laws of Montana.

A problem which has arisen in many counties and communities has been that, after airport funds are raised by a tax levy, these funds are returned to the general fund of the community or county if not expended within the year. This has resulted in the loss of airport funds which have reverted to the general fund and had they been allowed to accumulate would have given communities and counties substantial amounts of money for the matching of Federal funds for the development of their airports. It is believed that this problem can be solved by transfer of the funds as they become available to an airport board which can be empowered to direct the expenditure of the funds.

After a study of this problem and of the limited funds available by counties and communities, the Montana Aeronautics Commission has recommended that airport development be carried out on a **county basis**. It is recommended that all counties establish a county airport board or commission, the members of which may be appointed by the County Commissioners, at large throughout the county, or the Board may be created as a joint board representing the county and the various municipalities in the county. Such a board may be created by appointments by the city councils and county commissioners.

At the request of the commission, a model set of resolutions has been drafted by the Attorney General for the creation of county airport boards, copies of which were distributed to the chairmen of all boards of county commissioners, and copies are available at the office of the commission.

Boards have been established in several counties in the state. There are several reasons why it is considered that a county airport board is the most feasible agency for carrying out the airport development program.

The airport is a public utility and renders many services to a community and to a county, which are not always apparent and the expenditures for which may seem unjustifiable to people not familiar with the values. An airport will not justify itself by producing direct revenue in ratio to the investment or expenditure for its development.

Airports may be compared to highways or the development of harbors in coastal cities. The economy of a community develops in direct ratio to the transportation facilities available. Our present day economy could not survive or develop if our highway system were not in existence or if our present railway system had not been created. This is apparent by the low standard of living and the lack of development of countries that do not have modern transportation. If our present airline organization were discontinued throughout the United States, immediate reaction would be felt in nearly every industry that we have. All means of transportation that we have, including airlines, railway and highway development have been directly subsidized by the people of the country—the cost of which is not justifiable by direct revenue obtained.

We have several airports in Montana which bring revenue directly and indirectly to the communities by money spent in activities on the airport and by persons employed on the airport. In one of our largest communities, operations on the airport are the largest business in the town, with two hundred and eighty employees and from which the community derives a very substantial amount of business.

It is improbable that many communities in the state will have an airport operation in the near future equal to the present operations at this field or the operations at several of our large communities; however, it is probable that the airport operations in every community in ten years time will be one of the major activities when compared to other community enterprises.

One of the problems related to airport development is airport zoning. When an airport is developed, it is important that the utility of the airport be protected by laws which will prevent the construction of buildings or power lines or other structures in adjoining areas which would create a hazard to aircraft approaching or leaving the field.

An airport zoning law was passed in the last legislature which provides for the creation of zoning boards in communities or counties. It is recommended by the commission that all counties immediately establish zoning boards, and that consideration be given to appointing the same personnel



on the zoning boards who serve on the airport boards. This board can be a joint board representing communities and the county. The airport zoning board has duties and powers very similar to the zoning boards now functioning in many communities.

The Federal Aid Airport Program has provisions which authorize an airport board to act as the agency representing a community or county in carrying out the airport development program and the direction of airport operations for the community or for the county. The C.A.A. attorneys in Washington have advised the commission that they do not consider that the powers which may be delegated to airport boards at present in Montana are sufficient for that board to act as the agent and handle the funds available from the Federal Government in carrying out the airport program.

The commission has requested the C.A.A. attorneys to draft recommended revisions which may be incorporated in the aeronautics laws of Montana, empowering airport boards to carry out the program as the agent for the county or community.

Your aeronautics commission has rendered valuable aid in the planning and development of an airport construction program in Montana in the promotion of interest in airport development in communities, in legislation, and in recommending changes in the Federal requirements for participation in the Federal Aid Airport Program.

### **Veterans Flight Training**

#### **II.**

The Federal government, through the Veterans Administration, offers educational training to veterans which includes flight training.

Information pertaining to G.I. Flight Training became available early in 1946 and the Branch Office of the Veterans Administration, having jurisdiction over Montana, Washington, Idaho, and Oregon, advised the operators and pilots in Montana that flight training was available only through C.A.A. approved schools. A study was made by your commission of the Federal law pertaining to veterans education and the commission took issue with the Branch Office of the Veterans Administration relative to the eligibility of flying schools giving flight training.

At the time this training program was initiated, there was one C.A.A. approved flying school in Montana. With the standards required by the C.A.A., it was determined that it would probably not be feasible for more than six or eight schools to qualify for those standards to obtain C.A.A. approval.

The Montana Aeronautics Commission, with the approval of the Governor, was delegated as the agency to set the standards for veterans flight training schools in Montana. In compliance with the Federal law, your commission set up curricula for flight training and standards for schools which would be approved, and insisted that flying schools should not be required to be C.A.A. approved schools. Montana was the only state in this region to set standards for G.I. Flight Training schools without the requirement for C.A.A. approval.

It was considered by your commission that the veteran was entitled to training and that the training should be made available to him, if possible, in his own community. This policy established by the commission resulted in the approval of fifty-two flying schools, fifty of which are now giving flight training to veterans, with the result that approximately 1,500 veterans living in all parts of the state have taken flight training and now have their pilots licenses.

The training of these pilots will have a substantial influence on the growth and development of aeronautics in this state which will result in base operators being able to offer service facilities to private aircraft owners and the justification for continued airport building which, in turn, will also stimulate the development of aviation in Montana. These developments are of direct benefit to operators and private pilots, including the Flying Farmer & Rancher.

### **Intrastate Airlines**

#### **III.**

The Montana Aeronautics Commission is authorized by the 1945 law to certificate and approve intrastate airline operations. The standards of such operations are also subject to the jurisdiction of the C.A.B., wherein passengers, mail or express carried on intrastate airlines and transferred to interstate carriers are subject to the jurisdiction of that Federal body.

Your commission has followed closely intrastate airline operations and developments in other states and it is considered that this type of operation in Montana may not, at this time, be economically feasible. The main retarding factor of which is that Montana has a very small population of approximately 560,000 people which is comparable to the population of the city of Minneapolis. This factor is offset in part by the fact that Montana includes a large area. Transportation by air is an important means of travel and can feasibly compete with other means of transportation where distance is a factor.

It is believed that, with extensive airport developments and with the establishment of proposed subsidy by the carrying of mail by feeder lines and star routes, there will be economic justification for the eventual establishment of feeder line operations throughout the state.

Your commission stands ready to assist in the development and operation of feeder lines in Montana at any time such operations are considered feasible by operators. It is hoped that feeder lines can be developed by local operators within the state. The interests of the commission will be primarily in seeing that these feeder lines offer a safe and efficient means of transportation, together with satisfactory service to the public.

### **Aviation Education**

#### **IV.**

Aviation education is a vital factor in the sound development of aeronautics, and subjects pertaining to aeronautics should be offered to students in our schools at all levels. This is a responsibility which we should

meet and which we owe to the young people of our state from the grade schools through the colleges.

Aeronautics is a tremendous industry and the young people of our state should have facilities to prepare themselves for aeronautical occupations if they so desire. Aviation education in our primary schools and high schools is vital to our national security.

With the tremendous development in high speed travel by air, the physical requirements have materially been increased. Pilots flying our jet aircraft in military operations must have physical stamina—the requirements for which can only be met by young men between the ages of eighteen and twenty-five. This, in turn, together with the highly technical training necessary in all phases of modern aviation, makes it imperative that education on aeronautics be incorporated in our lower levels of education.

Elementary subjects should be introduced in our grade schools with basic and practical aeronautical subjects in our high schools and technical training should be offered in our colleges. Your aeronautics commission hopes to take an active part in the promotion of aviation education when sufficient funds for this work are available to the commission.

### **Legislation**

#### **V.**

Your commission is preparing recommended legislation for introduction in the legislature, which will facilitate the airport building program and the development of aviation in Montana. It is hoped that the recommended legislation will be passed and will result in the facilitating of functions of municipal and county boards and commissions and in regulations which will increase the safety of flying.

A primary factor that your commission is concerned with is uniformity of legislation so that the Laws of Montana may not conflict with the laws of other states—a situation which would retard aviation developments. Coordination on uniformity is carried out through the National Association of State Aviation Officials, an organization which has been of material aid to your commission and of which the commission Director is a Vice-President.

### **Enforcement**

#### **VI.**

Enforcement of flying regulations is a responsibility delegated to your commission by law, the primary importance of which is safety to the public and the protection of the rights of the people of the state.

Enforcement responsibility is one of the aeronautical factors in which the C.A.A. has requested state assistance. Your commission has coordinated all enforcement activities with the C.A.A. and violations of flying regulations have been diligently prosecuted by the commission through the local courts.

Your commission will continue to carry out this responsibility and in doing so will encourage safe flying which is vital to the existence of the flight operator and the development of aviation.



## **Air Marking**

### **VII.**

Your commission has initiated an air marking program which has been carried out by the use of the commission funds and funds furnished by the C.A.A. A marking crew, employed by the commission, has air marked thirty-five towns in the last year.

Air marking has been promoted in various communities, and your commission has promoted interest in the marking of skyways which will encourage travel along specific routes by private pilots and people desiring to visit Montana by air. This should encourage an increase in air tourist business in the state.

The air marking program has been coordinated with the C.A.A. and the eventual aim of the program is to adequately air mark the state for the aid of pilots and for increased safety in flying.

## **Air Map**

### **VIII.**

Your commission is following the action of commissions in other states by planning the production of an aeronautical chart of Montana. This will be of direct benefit to the pilots of the state and to transient pilots.

Features and information will be shown on the map that are not now incorporated in the C.A.A. World Charts or Sectional maps. The N.A.S.A.O. requested the C.A.A. and the Coast & Geodetic Survey to produce aeronautical maps by states. These federal agencies did not feel that such a procedure was justifiable and pilot charts of Montana are now only obtainable in world charts and sectional maps which makes it necessary for a pilot to have and use several maps in flying in the state.

It is considered that an aeronautical map of Montana will be of considerable value to pilots, and this will be furnished at approximately half of the cost of its production. It is hoped by the commission that the map will be available within the year.

## **Search and Rescue**

### **IX.**

Your commission has established a search and rescue system in the state, wherein the state has been divided into fourteen districts. A district co-ordinator has been appointed in each district who is a qualified pilot and thoroughly familiar with the area under his jurisdiction.

All ground, air and communication facilities have been coordinated for use in carrying out search and rescue work. Your commission will approve the use of commission funds for search and rescue missions. These funds will be in ratio to the funds derived from pilot registration.

The commission has alerted search and rescue facilities on several occasions in the past two years. The most important operation to date was the search for a National Guard ship lost in the vicinity of Helena, resulting in a two weeks' intensive search by thirty-six civilian aircraft, eighteen Army aircraft, and two hundred and sixty ground personnel. This opera-

tion was carried out under the direction of the coordinator in the Helena District, with the assistance of commission personnel.

It is characteristic of Montana that all pilots contacted were glad to offer their services; however, in many cases the services rendered by pilots in use of their aircraft is limited by their finances. The commission will assist in solving this problem by furnishing funds as available for the cost of gas and oil for aircraft which have been authorized for use on search missions by the commission. The commission hopes to develop more extensive facilities for search and rescue.

### **Promotion of Aviation**

#### **X.**

A responsibility of the commission is the promotion of aviation in Montana. The Director of the commission assisted the pilots of Montana in the promotion of the Montana Air Tour which was held last year.

It is considered by the commission that this tour had a definite value in the stimulation of interest throughout the state, and the commission will assist in making the Montana Air Tour an annual event.

The Director for the commission has talked on aeronautics in various communities throughout the state, appearing on aviation programs sponsored by public service groups and Chambers of Commerce.

The commission has worked with the National Guard, the Air Corps, the American Legion, and the Air Reserve in the promotion of Air Power, in presenting information to our representatives and senators in Congress and to Federal agencies on the importance of air power to national security, and on many other matters pertaining to aviation.

Your commission has functioned on many matters pertaining to aeronautics with many groups in the state and with personnel and agencies in other states in the promotion of aeronautics.

### **Administration**

#### **XI.**

Regular meetings are held each month for the purpose of conducting commission business.

The commission maintains an office at 43 W. 6th Avenue in Helena, and the commission personnel will be glad to be of any assistance to the pilots, the municipalities, the counties, and the people of Montana in helping them with their aeronautical problems.





